

Today's Advertisements.

HONGKONG VOLUNTEER CORPS.

BY kind permission of Lieutenant Colonel Sir J. W. CARRINGTON, C.M.G., Commandant, Hongkong Volunteer Corps. A PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND, on WEDNESDAY, the 3rd July, in aid of the Corps Band Fund.

Admission \$1, Naval and Military in uniform half price.

(Sd.) C. G. PRITCHARD,

Captain R.G.A.,

Adjutant, H.K.V.C.

Hongkong, 20th June, 1901. [652c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

The Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the

above Ports, on SATURDAY, the 22nd instant,

at 3 P.M.

For Freight or Passage, apply to

DOUGLAS LAIPRAK & Co.,

General Managers.

Hongkong, 20th June, 1901. [653c]

NOTICE TO CONSIGNEES.

S.S. "HEATHBURN,"

FROM NEW YORK, STRAITS AND

MANILA.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, at

Kowloon, whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

undelivered after the 1st July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,

Agents.

Hongkong, 20th June, 1901. [654c]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"COPTIC."

The above Steamer having arrived, Con-

signees of Cargo are hereby requested to send

in their Bills of Lading for Countersignature,

and to take immediate delivery of their Goods

from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 20th June, 1901. [2]

For Sale.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORDI, of PARIS,

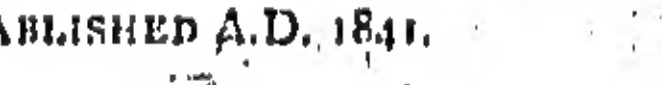
Three years old, in Excellent Condition.

For Price, &c., apply to

THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901. [655c]

Intimation.



A. S. WATSON & Co.,

LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS

IN THE FAR EAST.

OUR FACTORIES are constructed

with every attention to the best

principles that sanitary science can

suggest; and our NEW FACTORY

at WEST POINT is the LARGEST

and BEST EQUIPPED in the FAR

EAST.

A perfect System of Filtration is

employed guaranteeing Absolute pur-

ity.

The Machinery used is of the Latest

Type.

A STAFF OF ENGLISH EXPERTS

attends to every detail of the Manu-

facture.

The Waters produced are of the

highest class and excellence; as testi-

fied to by the best English makers.

A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY,

Hongkong.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 20, 1901.

REUTER'S TELEGRAMS.

PARLIAMENT.

LONDON, June 18th.

Mr. Lloyd-George in the House of Com-

mons, moved the adjournment of the House

to discuss the subject of refugee camps in

British South Africa. Sir Henry Campbell-

Bannerman supported the motion, which

was rejected by 253 votes to 134.

The Liberal Imperialists abstained from

the voting. The minority included 54 Irish

members.

FRANCE AND THE CHINESE

INDEMNITY QUESTION.

M. Delcassé informed the Cabinet

ministers that he has definitely agreed to the

Chinese indemnity question method of

payment.

BIRTH OF A RUSSIAN

PRINCESS.

The Empress of Russia has given birth to

another daughter.

BRITISH GUIANA.

SIR J. A. SWETTENHAM

APPOINTED GOVERNOR.

Sir J. A. Swettenham K.C.M.G., Colonial

Secretary, Straits Settlements, has been

appointed Governor of British Guiana.

THE CIVIL LIST.

The House of Commons has passed the

Civil List.

WEATHER REPORT.

The Observatory report says—

On the 20th at 12.10 p.m. the barometer has

fallen on the E. coast of China, and is little

changed elsewhere. The depression still lies

over the E. coast. Gradients moderate with

strong S. monsoon in S. China and the N. part

of the China Sea. Forecast—Strong to fresh

S.W. winds; squally, showery.

LOCAL AND GENERAL.

PARCELS Mails for Europe per s.s. *Pararamita*

will close at 3 p.m. on Friday, the 21st inst.

THE birth of twin sons to Princess Frederick

Charles of Hesse is an event of extraordinary

interest to the House of Hohenzollern. The

Princess had previously given birth to twins,

and as she has two other sons she is now, like

the Emperor, the happy parent of six future

defenders of the Fatherland.

We shall be obliged if any subscriber on

receiving his paper late or irregularly will

write on the Wrapper of the paper the Time of

delivery, etc., and forward the Wrapper to the

Manager, *Hongkong Telegraph Co., Ltd.*, 50

Queen's Road Central. The wrapper will

enable us to check the delivery coolies.

SHANGHAI papers to hand report the suicide of

Mr. F. Schützel, on the morning of the 14th

inst. It is stated that he had been summoned

to appear before the German Court to answer

to a charge of embezzlement. The deceased

was Secretary of the Club Concordia. He shot

himself through the heart with a revolver, and

death was instantaneous.

ON Tuesday last when the s.s. *Hankow* was

passing the first barrier before reaching

Whampoa, on the front beach, a large dragon

boat, manned by about 150 men, got in the

wash of the steamer and capsized. About sixty

were drowned and forty bodies have already

been recovered. This will, no doubt, act as a

dampener to to-day's dragon festivities.

THE *China Gazette* understands from private

sources that in addition to the two cases of

plague on the *Empress of China*, already pub-

lished, the Japanese quarantine officials found

the dead body of a Chinaman whilst fumigating

the vessel. The body had been concealed by

his fellow-passengers, and it was afterwards

discovered that the man died of plague.

THE *Paris Figure* publishes an article dealing

with the attitude of the Australian Common-

wealth towards the French and German pos-

sessions in the Pacific. It declares that France

and Germany must defend their Pacific posses-

sions against the disquieting covetousness of

the Commonwealth. In conclusion, it says:

"France ought to watch the early acts of the

Australian Republic vigilantly, impartially, and

benevolently."

We would call the attention of our readers to the

offer of a prize of fifty dollars made in our leader

column of the 11th instant. As will be seen,

the prize is to be given for the best sketch of a

project for the capture of the Island by a hostile

force with a view to the destruction of the Naval

Yard, Arsenal and Barracks. This is a subject

which should readily interest our readers, and

we trust that we shall have a good batch of

manuscripts to consider. Articles should not

exceed two thousand words in length; they

must be written on one side of the paper only

and should reach this office before 5 p.m. on

Saturday, 29th inst. All articles to be address-

ed to—

The Editor,

"Hongkong Telegraph,"

50, Queen's Road Central.

A TRAMWAY scheme has been proposed for

the French Settlement at Shanghai. Steam is

suggested as the motive power, on a plan

known as "Purrey's System," which has been

very successful in Paris.

THE striking off of the large stock of rupees

ordered by the Indian Government is now

nearly complete at the Bombay and Calcutta

Mints, and the minting of British dollars will

now be resumed at the usual rate. No steps

are being taken, at present, for the coinage of

sovereigns in India.

INDIAN contemporaries contain notices of an

appreciative character regarding Mr. Thomas

Jewell Bennett, who has just retired from the

editorship of the *Times of India*. Mr. Bennett,

who has seen seventeen years' service in India,

was first connected with the *Bombay Gazette*

and had been for nine years editor, and part

proprietor of the *Times of India*.

A SOLDIER of the Black Watch, while passing

a private of the Buffs, stepped heavily, and

perhaps intentionally, upon the foot of the

latter. Up sprang the 'Bushman.' 'You stepped

on my foot,' he hissed menacingly. 'Well,'

said the Highlander, apologetically 'I did ma

best tae lea, over it, but a Hielan mon is only

human. I'm nae a kangaroo.' A fierce battle

immediately ensued.

THE *Japan Times* states that sixteen head of

pigs bought in England by the Formosan Go-

vernment-General's Office for the purpose of im-

proving the pigs of the island having arrived

there, they are temporarily kept in the Taihoku

Experimental Farm. They are to be distributed

among the three Experimental Farms now

existing in Taihoku, in addition to 30 head kept

hitherto in those establishments.

WE regret to hear, says the *New Press* of the

15th inst., that there are a few cases of small-

pox in the Settlement, two or three being

located in Fukien Road and thereabout, so it

is said. 'If this is true we trust the Shanghai

authorities will put forth vigorous efforts to

stamp out this frightfully infectious disease.

All cases should be removed from private

dwellings and segregated, while all houses in-

fected should be thoroughly cleansed and dis-

infected. We would suggest a house-to-house

search for cases.

Sport & Gossip, Shanghai, says:—When a

vacancy occurs in an establishment here, either

from death or any other cause, there are as a

rule some dozens of applications for the billet,

but I should hardly think this now the case as

regards the secretaryship of the German Club,

for since 1887 five secretaries have been accused

of embezzlement and suicide or attempted

suicide. Two drowned themselves, one poisoned

himself, one attempted to shoot himself, and

Mr. Schützel on Friday last not only made the

attempt but was successful.

IT is now reported, says a recent *Kokumin*

Shimbun, that the Japanese Government re-

cently expressed its view, with regard to the

Chinese indemnity question, in favour of the

British plan. As we have often stated in these

columns, however, the British plan, pure and

THE PLAGUE.

Number of cases reported up till noon of the 19th June, 1901	Chinese.....1,300 Other Asiatics 29 Europeans.....43
Number of cases reported during the past 24 hours	Chinese.....30 Other Asiatics 1 Europeans.....0
Total number of cases reported to date	1,379
Number of deaths reported up till noon of the 19th June, 1901	Chinese.....1,258 Other Asiatics 29 Europeans.....9
Number of deaths reported during the past 24 hours	Chinese.....17 Other Asiatics 1 Europeans.....0
Total number of deaths reported to date	1,314
Since noon on Saturday last the cases and deaths are:	
Cases Chinese.....110 Other Asiatics.....6 Europeans.....2	
Deaths Chinese.....105 Other Asiatics.....4 Europeans.....3	
Total.....112	
The plague returns for last week were:	
Cases.....151 Deaths.....151	
The returns for 20th June, 1894, were:	
Total deaths to date.....1,068 New cases in previous 24 hours.....49 Deaths in previous 24 hours.....23 Patients under treatment.....195	

The European plague patients now in hospital are all reported to be doing well and no further cases are reported.

To-morrow morning the Sanitary Authorities intend to commence disinfecting the whole of the houses in No. 3 Health District. We are informed, however, that the Chinese have got wind of the affair and have carted away the whole of their belongings, so that the aim of the Sanitary Authorities will be defeated.

NEWS FROM ABROAD ABOUT OURSELVES

"My brother from Hongkong," said Quong Yen to a *Sydney Morning Herald* reporter, as he introduced his companion, a gentleman of solidly bearing and massive build for a Chinaman, and a striking physical contrast to his relative.

Quong Yen, for that is the gentleman's name, is one of the most prominent Chinamen in Hongkong, and ranks as a fifth mandarin.

"That is the same rank as yourself," inquired the reporter of Quong Yen. Mr. Yen explained that while the rank was nominally the same, he himself stood, in a sense, a little higher than his brother. His distinction, having been conferred on him as a Chinaman abroad, shines a little more brightly than the local distinction.

"You mean that you've a few more feathers?" "That's it. He is what you call four and three-quarters," smilingly added the illustrious Q.T., as he pointed to his brother.

Quong Yen is a merchant at Hongkong, and also represents his Sydney brother. Having been on the sick list for some time, he decided to recruit himself by visiting Australia and renewing his acquaintance with his brother's family. This is really his third visit to New South Wales. The last occasion was while Sir George Dibbs was in power, and he has pleasant recollections of his introduction to the stalwart, genial Premier. He expects to remain about three months.

Quong Yen is a member of the distinguished Chinese Council at Hongkong. This council is composed of 10 Chinamen, selected for their high character and social position out of some 60 or 70. He owes his nomination to Mr. J. H. Stewart-Lockhart (Colonial Secretary), who before leaving on a recent trip to Europe recommended him for the appointment to the Acting Colonial Secretary (Mr. F. H. May, C.M.G.). He had also the support of such distinguished Chinamen as Dr. Ho Kai, M.L.C. (a barrister-at-law and doctor of medicine), Mr. Fung Wah Chun (Director of the Imperial Bank of China), and Mr. Wei A Yuk, M.L.C. (Director of the Mercantile Bank of India, Limited).

This council is a sort of judicial body, acting in concert with the Registrar-General. They take evidence and report their findings to that official. Quong Yen has acted as chairman of the council during most of the time since his appointment. Explaining the work of this council through his brother, who acted as interpreter, he said that it had been the means of preventing many troubles among the Chinese, and of rescuing thousands of young girls from being deceived and trapped into immorality. The council stands for justice and fair play, and is anxious to right the wrongs of all unfortunate Chinese in distress. Vessels are watched and inspected as a preventive against kidnapping. It deals severely with all forms of blackmail. Some idea of the magnitude of its operations may be gathered from the fact that the council sits five nights a week, and deals with an average of five or six cases daily. On Sundays, between the hours of 11 and 1, the members make an inspection of the premises, the officials, and the persons waiting for their cases to be considered, to ascertain if there are any grounds for complaint.

The council was initiated by Mr. Stewart-Lockhart, who sat up from a sick bed to write Quong Yen a letter of high recommendation before he sailed for Sydney. The Colonial Secretary is described by Quong Yen as a Chinese scholar, and a true friend of the Chinese. The poorest coolie receives his courteous attention along with the highest in the social scale. Quong Yen endorsed this testimony from his own personal knowledge, and added that Mr. Stewart-Lockhart speaks Chinese more fluently and correctly than any European he has ever met. The Governor of Hongkong, Sir Henry Blake, Quong Yen also wished it to be known, was a true English gentleman.

The war, it was mentioned, has caused a big rise in China silk and tea, and, in fact, almost every other article of trade. The immediate effects of the war were not felt at Hongkong, but as an evidence of the confidence which the Chinese have in the British, Quong Yen stated that directly the news of the downfall of Tientsin came south, all the merchants sought refuge in Hongkong. The reason why the British get along so well with the Chinese, he says, is that the two nationalities know each other better through trade intercourse, and the Chinese have learned to trust them.

Among other accomplishments Quong Yen is a soldier. He received his military training at Canton, and has served as a volunteer. He has brought some photographs showing the decoration of the Queen's statue, in Hongkong with wreaths, the Chinese when the fact of her Majesty's death became known.

DETAILS OF THE "SHAMROCK" DISASTER.

(American Mail Cable.)

Circumstances have reduced *Shamrock II* to a pulpy sparless wreck. She now lies off the coast of Japan.

The story of the catastrophe is best told by Sir Thomas Lipton himself. After seeing his royal guest off for London, Sir Thomas gave the following interview to a press representative: "We had just begun to make for the starting line when a fierce breeze sprang up. King Edward, Lady Londonderry, Mrs. Jameson, Mrs. Watson, Mr. Jameson and myself were on deck, hanging on as best we might, for the challenger was almost at an angle of forty-five degrees. The King started to the bow. Just as he did so everything collapsed. A heavy block fell between the two ladies and a wire rope struck me on the head and momentarily stunned me. A sudden squall, an unexpected strain, and everything had given away. King Edward was held in and half out of the companion hatchway. What happened, how all the falling spars and a sweeping sail did not kill or sweep some one overboard is more than I know. When I came to I saw the King clambering off the wreckage, trying to discover the extent of the damage and asking, 'Is any one hurt?'"

The reporter further learned that Sir Thomas' first intimation on coming to was this ardent adjuration to Mr. Watson: "Telegraph for more spars. We have got to sail on August 12th, and this boat has got to do it." When the distinguished participants in the mishap had been safely transferred to the *Erin*, the King's first remark was, "When shall we sail again, Lipton?" and before his Majesty started for London his last words to Sir Thomas were: "When you next sail I am going with you." In fact, the ruler of the British empire seemed keenly to enjoy the unusual spice of danger into which his love of sport had led him.

Watson and Jameson, especially the former, are very downcast, and absolutely refused to say anything. Watson, indeed, is so chagrined that he could scarcely talk to his most intimate friends, and until after dinner on board the *Erin* Sir Thomas believed it would be impossible to contest for the cup this year. But, thanks to his indomitable perseverance, backed up by King Edward's optimistic and enthusiastic support, it was decided to go ahead, provided the New York Yacht Club would grant an extension.

The question whether the New York Yacht Club should be asked to permit the substitution of *Shamrock II* was quickly rejected, because Sir Thomas and Mr. Jameson, in spite of everything that has happened, maintained that the new boat was well worth the trouble she had caused. It may be stated with no little authority that the challenger's true merits have not been displayed with too much vigour, and that there is more in her, according to the view of those most interested, than meets the eye.

Sir Thomas calculates that a delay of three weeks or a month in the date of contest in American waters will enable him to come to the scratch. He says that he is greatly handicapped by the fact that he has no duplicate masts for *Shamrock II*; but by an unlimited expenditure of money and energy he believes the defects can be remedied in time to provide for an international race this year.

"I was," he said, "terribly cast down when I saw what a terrible wreck that beautiful boat was, but now I think things can be remedied. I have cabled Mr. Leydard personally today and to-morrow I expect to cable the New York Yacht Club officially. By then I shall know more than I do now."

Heartfelt expressions of gratitude that the King escaped are heard on all sides. Many people say he was foolish to go aboard the challenger, but as Sir Thomas says, "If I did not think everything was perfectly safe, you may be sure I would never have invited his Majesty."

It appears that the masthead man had providentially been ordered down just before the accident. Many of the crew got a wetting, but otherwise nobody was hurt. King Edward calmly lit another cigar and continued smoking, after assuring himself everybody was safe. Later he steamed around the wrecked vessel and carefully inspected the broken masts. The crowd which gathered at the railway station sang "God Save the King."

THE FIND OF GOLD AT LEITH.

The *Morning Leader* says:—The fresh discoveries of gold at Leith have revived public interest, and the "gold fields" have been visited by large numbers of people. The excavations where the most recent finds were made are at a spot some 200 yards from the hospital, where traces of gold were first discovered.

This ground was formerly covered by old, dilapidated buildings, but some years ago, under the Leith Improvement scheme, these buildings were cleared away. Working class dwellings-houses are to be built on its site.

NOTHING IN THE STRATA.

The soil is of a sandy nature, and the precious metal was found in particles embedded in soft friable stone under a bed of sand and gravel about nine feet from the surface. Local geologists, interviewed by the *Leader* representative, were unanimous in the opinion that there is nothing in the strata of the neighbourhood to indicate the presence of auriferous deposits. Though compelled to admit that gold had actually been found, they were at a loss to explain its presence, and could only look upon it as some freak of nature.

A gentleman who has written several works of local historical and antiquarian interest gave our correspondent an explanation which is the most feasible yet put forward. "There is a tradition that about 200 years ago a then well-known local man, George Heriot, imported several cargoes of ballast, in which gold was found, and out of which he made a considerable fortune."

IS IT PART OF THE BALLAST?

It is known that the ballast was put down in the neighbourhood where the recent discoveries have been made, and it is conjectured that it is this ballast which is now being unearthed.

It is quite likely that, with the primitive methods then in vogue, all the gold may not have been extracted from the quartz, but geological and historical authorities are agreed that it is extremely unlikely that the precious metal would be found in payable quantities.

Meantime specimens of the quartz are eagerly sought after as curios.

THE NEW BATTLESHIPS.

18,000 TONS EACH.

THE BIGGEST IN THE WORLD.

For several years past the size of the men-of-war of the British Navy has been increasing at a rapid rate. We are building battleships and armoured cruisers of 15,000 tons displacement, and it has now been decided by the Admiralty to make a further almost sensational departure by laying down in the present year three battleships with a displacement of no less than 18,000 tons. They will be the largest and most powerful vessels for warlike purposes afloat. Remarkable as is this further addition of 3,000 tons, the decision of the naval authorities, though it will be severely criticised, is in keeping with the tendency of all construction in the past forty years. We began with the *Warrior*, of 9,200 tons; then built the *Agincourt* and her sisters, of 10,600 or 50; in 1876 laid down the *Invincible*, of 11,880; in the "eighties" the *Admiral* class, of 10,600, followed by the *Nile* and *Trafalgar*, of 11,040; and in the early "nineties" by the *Royal Sovereigns*, of 14,150 tons. Then came the *Majestics*, of 14,900, and the *Formidables* type, of 15,000. Now at a jump we pass to leviathans indeed of 18,000 tons. The tendency abroad, though not so marked, has had the same direction. America is building a ship of 16,500 tons.

Our new monster warships will mount four 50-ton iron weapons of the newest type, being the same number as is carried by all battleships of recent date, and ten 6-in. quick-firers, instead of twelve as in existing ships. The reduction in number in this instance is due to the introduction of an entirely new piece, the 7.5 wire-wound breech-loader, which has been adopted because the 8-in. gun is too heavy for rapid work, and a need has been felt for something between the 12-in. and the 6-in. quick-firer. If there is an advantage, as a large number of experts declare, in thus adding to the size of our ships of war, in spite of the outcry against the policy of "putting all one's eggs in one basket," it is not easy to see why we should rest satisfied with the present stage. Vessels of 30,000 or even 35,000 tons may be regarded as formidable before many years have passed. Mentioning the average cost per ton, which has risen in the past six years from £50 to £75, in England, still continues to increase, and while the newest armoured cruisers will cost over one million sterling, the battleships of 18,000 tons will probably not be completed for less than a million and a quarter each, possibly more.

NEW GUINEA OUTRAGE.

THE MURDER OF MISSIONARIES.

REVOLTING BARBARIES.

Intelligence reaching Thursday Island by the steamer *Parua*, which returned from the Aird River, New Guinea, confirms the news of the murders of the Revs. J. Chalmers and O. F. Tomkins, and the whole of their boat's crew. All were killed and eaten, their boat being broken up by the natives. Several human remains were subsequently discovered, but were unrecognisable. The *Morning Herald* with the Governor of New Guinea, has been with a punitive party at the scene of the outrage. Fighting has occurred with the natives, who attacked the expedition when its members attempted to land. The villagers have been punished. It is reported that 13 of them were killed, while the only casualty sustained by the punitive party was the wounding of one native policeman with a spear.

Altogether about 10 villages were concerned in the death of the missionaries. One of the New Guinea natives was captured during the fighting, which occurred when the *Merric* *England's* launch, with the party attempted to land. He says that Mr. Chalmers and Mr. Tomkins were enticed ashore. Mr. Chalmers was first taken by the natives towards the village, Mr. Tomkins evidently being untouched. Mr. Chalmers, noticing this, spoke to Mr. Tomkins to the effect that he feared the natives intended an outrage, and he, being free, should if possible, get away. Mr. Tomkins refused to leave his companion. Shortly afterwards the natives clubbed Mr. Chalmers in the presence of Mr. Tomkins and the remainder of the party, cutting off his head, and then dividing the flesh amongst themselves. Mr. Tomkins was killed the next day, and his flesh was distributed in the adjoining village. Then on the same day all the natives who were with the missionaries were killed.

The punitive party numbered 10 men from the military force at Thursday Island; under Lieutenant Brown, and a native police from Morobey, commanded by four Government officers, all being under Governor Le-Hunte. The Revs. Mr. Hunt and Mr. Dauncy, of the London Mission Society, also accompanied the party. Their services were utilised as an ambulance. They reached the scene of the trouble on May 2nd. At a village named Otter, the first attack on the boats which were trying to land men took place, but was repulsed, and a hot fire from the landing party dispersed the natives.

At each village visited the same experience resulted. The landings were effected under great difficulties, and could only be managed by wading through thick, sludgy mud, and climbing steep banks. The natives were driven from the villages, war houses were burnt down, and war and fishing canoes were destroyed. The natives are described as being plucky, especially those at the first village, where in the midst of a heavy thunderstorm they attempted twice to rush the camp which was there. It has been ascertained from the prisoner that the scene of the murders was Anawada. Portions of a missionary's whale-boat were discovered there. Mr. Chalmers' hat was also found lying beside a human jaw.

SPORTING INTELLIGENCE.

THE RACE.

(From the "Malaysia Message.")

Do not be deceived by the heading. We are not going to name the winners, we do not know the name of a single horse that ran. We are not going to discuss the bets, for all our money and everything else is tied up in a better investment than the luckiest "sport" on earth ever made. But one could not help knowing that it was "race day" in Singapore. Even the Lord's Day could hardly paralyze business and deplete the Square more thoroughly, for the time being, than the races. We are disinclined to believe that every locked door meant an unoccupied place of business; or at least, that every business place closed meant an intelligent man at the race track. But we need one more story from Singapore; a big one—bigger than any at present located here; and one that will, as a matter of principle, show too little deference to the horse-keeping to close up and thus give the appearance of universal approval to an anti-Christian performance. Better still, let some of the good business men of the town become missionaries thus far. Influence withheld is a buried talent.

The horse is a magnificent animal. A fast horse is a creature to excite admiration, and

possibly, if the horse had been legitimately owned and enjoyed and trained and developed without the degrading features that man-depraved tastes have demanded until sin is inseparably connected with the race track, horse-fancying would still be a legitimate pastime for any man. Thousands of people, purified and disgusted by what they consider the narrow-minded scrupulousness of Christian principle in regard to things which they themselves greatly delight in, forget that many pleasures are to be condemned by reason of their very associations. Will anyone defend the drinking, the gambling, the profanity, the anger, the envy, that encircle every race track in the world? Will anyone say that a man can heedlessly intrude upon such a scene and associate with the vile and wicked men who not only frequent but who actually reign over such places, and return unstained by his contact with them? Did ever anyone know a godly man to be produced in that atmosphere? It needs no condemnation. It is self-condemned. The wonder is that moral men do not put the stamp of their disapproval upon it, instead of a city giving it a quasi endorsement. To be a white man in the East is as big as to be a leader among equals in the West. Let the missionary continue to be an unwelcome resident in these parts, a fact of which he is often enough reminded; and let the worldly European and Eurasian who owes to the gospel all he has that makes him differ from the naked heathen around him—let him, bearing the misnomer "Christian," continue to trade in liquid fire, in opium, in vice, to debase the Lord's day, to preach more sin in a day than a thousand missionaries could offset in a month, be they ever so eloquent of tongue or pure of life; but "know thou, that for all these things God will bring thee into judgment."

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....	29.763
Thermometer.....	80.7
Humidity.....	83.0
Rainfall.....	16.495

TO-DAY.

WEATHER REPORT.

On date at 10 a.m.	On date at 4 p.m.
Barometer.....	29.74
Thermometer.....	85
Humidity.....	79
Rainfall.....	0.32

TO-DAY.

Thursday, 20th June, 1901.

Chinese—5th of 5th moon of 7th year of Kwang-shu.
Sun—Rises..... 5hr. 18min.
Sets..... 6hr. 45min.
High water—Morning..... 6hr. 29min.
Evening..... 10hr. 56min.
Low water—Morning..... 4hr. 21min.
Evening..... 6hr. 1min.

ANNIVERSARIES.

1837—Accession of the late Queen Victoria.
1867—Russian-America purchased by the United States.
1891—Attack on mission premises at Hamen city.
1896—Madagascar declared a French Colony.
1897—Reign Thanksgiving Day.
1898—Russia stopped Chinese warships from entering Port Arthur.
1899—Shanghai Reports that Italian claims will be allowed to drop.

TO-MORROW.

Chinese—6th of 5th moon of 27th year of Kwang-shu.
Sun—Rises..... 5hr. 13min.
Sets..... 6hr. 45min.
High water—Morning..... 1hr. 11min.
Evening..... 11hr. 39min.
Low water—Morning..... 4hr. 50min.
Evening..... 6hr. 39min.

ANNIVERSARIES.

1860—Melazzo captured by Garibaldi.
1870—Massacre at Tientsin.
1895—Opening of the Elbe and Baltic Canal.
1898—Anglo-Italian syndicate obtain the concession of mining and necessary railways in three northern prefectures of Honan—Disaster at the launch of H.M.S. *Albatross* at Blackwall, 37 persons killed.
1899—Fire at 205 Queen's Road Central.
1900—Tientsin bombarded for two days.

AGENDA.

TO-DAY.

Gargo ex *Kumsang* subject to rent.
Cargo ex *Shanghai* subject to rent.

TO-MORROW.

N. Y. K. steamer *Sado Maru* leaves for Japan.
Noon—N. Y. K. steamer *Yawata Maru* leaves for Japan.
Noon—N. Y. K. steamer *Yawata Maru* leaves for Bombay via Singapore, etc.

4 p.m.—L. C. S. N. Co.'s steamer *Yuenhang* leaves for Manila.
5 p.m.—C. M. Co.'s steamer *Perla* leaves for Manila.

SATURDAY, 22nd.

Noon—P. & O. Co.'s steamer *Parranatta* with mails etc. leaves for Europe.
Cargo ex *Wurzburg* subject to rent.
Cargo ex *India* subject to rent.

SUNDAY, 23rd.

O. S. K. Co.'s steamer *Daigin Maru* leaves for Coast Ports.
Cargo ex *Malta* subject to rent.

MONDAY, 24th.

4 p.m.—N. Y. K. steamer *Riohgun Maru* leaves for Victoria B.C. and Seattle U.S.A.

TUESDAY, 25th.

Cargo ex *Sado Maru* subject to rent.

WEDNESDAY, 26th.

O. S. K. Co.'s steamer *Maidairu Maru* leaves for Amoy, via Swatow and Amoy.
Noon—C. P. R. Co.'s steamer *Empress of India* with mails etc., leaves for Vancouver B.C.

THURSDAY, 27th.

Noon—E. & A. Co.'s steamer *Aglite* leaves for Australian Port.
Noon—U. S. Co.'s steamer *Cogit* leaves for Honolulu via Shanghai, etc.
Noon—N. D. L. steamer *Sachsen* with mails passengers etc., leaves for Southampton.

FRIDAY, 28th.

Daylight—N. Y. K. steamer *Hitachi Maru*

4 p.m.—N. Y. K. steamer *Rosetta Maru* leaves for Sydney and Melbourne via Manila, etc.
(About)—P. & O. Co.'s steamer *Malacca* leaves for Shanghai and Japan.

SATURDAY, 29th.
(About)—P. & O. Co.'s steamer *Japan* leaves for London.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

June 18th.
Mr. J. F. O. Stratton, 3rd engineer s.s. *Whampoa*, has joined the *Whampoa*, as s.s. *Shasi*.

Mr. H. Knox, has joined the *Whampoa*, as 3rd engineer.
Mr. McCarthy, 2nd engineer s.s. *Elita Nossack*, has left that ship.

Mr. Jorgensen, 2nd officer, *Elita Nossack*, is on sick leave at Shanghai.
Mr. Siegmund, has been transferred and engineer of the *Elita Nossack*, from the *Manyang*.

June 19th.
Mr. D. C. Campbell, lower Nangtze pilot, having returned from leave, has resumed his duties as pilot of the Canadian Pacific Co.'s steamers.

Mr. H. Peterson, chief officer, *Stora Nordiska*, is acting master, same ship.
Mr. A. J. Jackson, chief engineer, *Chuentia*, from leave, has been transferred to the *Kaipan*.

Mr. A. G. Smith, chief officer, *Yuenhang*, is transferred to the *Wangang*.
Mr. J. Harris, 2nd engineer, *Neuchowang*, is transferred to the *Shasi*.

Mr. R. Lewis, 2nd officer, *Shasi*, is transferred to the *Neuchowang*.
Captain J. W. Miller, from leave, has resumed command of the *Paoting*.

Captain P. Garriock, *Paoting*, is awaiting orders.
Mr. J. W. Mennell, chief officer, *Choyangsang*, is awaiting orders.

Mr. H. Culbertson, 2nd engineer, awaiting orders, has been transferred to the *Taiyang*.
Mr. W. C. Elder, acting 3rd engineer, *Taiyang*, has signed off.

Mr. S. J. Payne, chief officer, *Wangang*, is transferred to the *Choyangsang*.
Mr. John Rae has gone 3rd officer, *Choyangsang*.

Mr. W. W. Kay has been appointed 2nd officer, *Hunan*.
Mr. E. B. Hayes, 2nd officer, *Hunan*, is promoted chief officer, same steamer.

Mr. F. C. Everett, chief officer, *Hunan*, is on leave.
Mr. H. Troubridge chief officer, *Ngankin*, is transferred to the *Poochow*.

Mr. G. F. Death, chief officer, *Poochow*, has resigned.
Mr. A. J. Philbey, 2nd officer, *Pekin*, is transferred to the *Chinkiang*.

Mr. T. H. Wheatson, 2nd officer, *Kansu*, is transferred to the *Taiwan*.
Mr. M. Bynon, 2nd officer, *Taiwan*, is transferred to the *Ngankin*.

Mr. Alfred Watson has gone 2nd officer, *Kansu*.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Sunda*) to-morrow.
American (*America Maru*) 25th instant.
German (*Bayern*) 25th instant.
German (*Sachsen*) 26th instant.
Indian (*Catherine Apar*) 26th instant.
American (*City of Peking*) 4th prox.
Canadian (*Empress of Japan*) 9th prox.
American (*Gaelic*) 12th prox.

The N. Y. K.'s steamer *Rosetta Maru* (European Line) left Kobe via Moji for this port on the 18th inst., and is expected to arrive here on the 25th inst.

The N. Y. K.'s steamer *Hitachi Maru* (European Line) left Kobe via Moji for this port on the 19th inst., and is expected to arrive here on the 26th inst.

We are informed by the Agents (Messrs. Davis, Sassoon, Sons & Co.) that the steamship *Catherine Apar*, from Calcutta, left Singapore for this port this afternoon.

HONGKONG AND WHAMPOA DOCK RETURNS.

Ship	From	Date
U.S.S. <i>Bennington</i>	at Kowloon Dock	
<i>Union</i>	"	"
<i>St. Enoch</i>	"	"
<i>Zaire</i>	"	"
<i>June</i>	"	"
<i>Iris</i>	"	"
<i>Tawar</i>	"	"
<i>Burnside</i>	"	"
<i>Haitian</i>	"	"
<i>Colonel</i>	Campbelltown	"
<i>Fel Hood</i>	"	"
<i>Manchen</i>	"	"
<i>Simongan</i>	"	"
<i>Sandalar</i>	Aberdeen	"
<i>Benlarig</i>	"	"

PASSED THE CANAL.

Outward—17th May—*Flintshire*, *Rhein*, *Crusader*, *Imogene*. 24th May—*Exton*, *Mtn*, *Ranshan*, *Shirley*. 28th May—*Silesia*, (German) *Agamemnon*, *Pioneer*. 31st May—*Renalder*. 4th June—*Bayern*, *Malacca*, *Glenamara*, *Acilia*, *Densation*, *Klek*. 7th June—*Annan*,

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU	NAGASAKI, KOBE and YOKO.	To-morrow, 21st June, at Noon.
MIKE MARU	BOMBAY, VIA SINGAPORE and COLUMBO	To-morrow, 21st June, at Noon.
RIOJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	Monday, 24th June, at 4 P.M.
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLUMBO and PORT SAID	Friday, 28th June, at Daylight.
ROSETTA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	Friday, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 19th June, 1901.

TOYO KISEN KAISHA.

NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu)	Thursday, 4th July at Noon.
HONGKONG MARU (via Shanghai, Naga- saki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu)	Saturday, 24th Aug at Noon.

THE Twin Screw Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 19th June, 1901.

WORTH A GUINEA A BOX.



FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—

WATKINS, LIMITED

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	THURSDAY, 27th June, at Daylight
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 27th instant, at Daylight, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND-SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

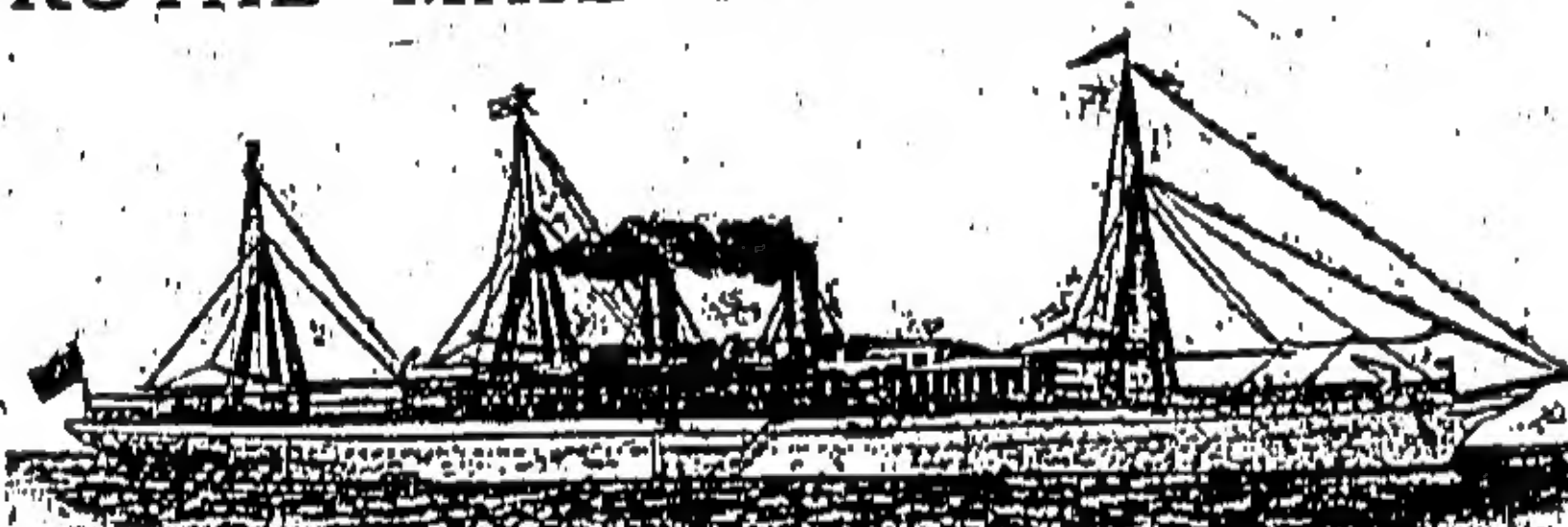
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th June.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 17th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUERNBERG	HAVRE and HAMBURG.	25th June. Freight.
Mayer	(Calling at SINGAPORE and PENANG.)	
SAMBIA	HAVRE, BREMEN and HAMBURG.	12th July. Freight.
Schmidt	(Calling at SINGAPORE and COLOMBO.)	
WUERZBURG	HAVRE and HAMBURG.	26th July. Freight.
Schneider	(Calling at SINGAPORE and PENANG.)	
ACILIA	HAVRE and HAMBURG.	9th August. Freight.
v. Dohren	(Calling at SINGAPORE and COLOMBO.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TIENTSIN	"NANCHANG"	21st instant.
SHANGHAI	"WHAMPOA"	22nd instant.
MANILA	"BUNGKIANG"	28th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 26th June, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"IXION"	21st June.
	"PELEUS"	25th June.
	"DEUCALION"	2nd July.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"MACHAON"	25th June.
	"PROMETHEUS"	15th July.
	"ALCINOUS"	23rd July.
LIVERPOOL (DIRECT)	"GLAUCOS"	About 15th July.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 17th June, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King... 3,379... about June 21

THE Steamship

"BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 21st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 19th June, 1901. 184c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUNSAUNG" Captain E. J. Butler, will be despatched as above on TUESDAY, the 25th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th June, 1901. 1647c

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU" Captain K. Suzuki, will be despatched for the above Ports on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901. 1226c

"GLEN" LINE OF STEAMERS.

FOR LONDON.

"GLEN" Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901. 1579c

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI" Captain ... will be despatched as above on or about the 10th July.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901. 1529c

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP.

THE Company's Steamship

"GLENESK" Captain J. Rafferty, will be despatched for the above Ports, on THURSDAY, the 11th July.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901. 1644c

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ARARA" Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 18th June, 1901. 1511c

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship "GLENARTNEY" Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG" Captain P. H. Rolfe, will be despatched as above TO-MORROW, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th June, 1901. 1634c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA" Captain G. T. Blackland, will be despatched as above TO-MORROW, the 21st instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 17th June, 1901. 1635c

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SEATTLE VIA SHANGHAI AND JAPAN.

THE Company's Steamship

"HYSON" Captain J. S. Hogg, will be despatched on SATURDAY, the 22nd instant, taking Cargo to SEATTLE and Overland Points, U.S.A., via Great Northern Railway at Current Rates.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 18th June, 1901. 1643c

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU" Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 23rd instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th June, 1901. 1226c

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "AIRLIE" Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th June, 1901. 1594c

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY.

